



Transportation Improvement Board
July 21-22 – Spokane, Washington
Meeting Location: Spokane Transit Authority
1230 West Boone Avenue, Spokane 99201
(509) 325-6000
Lodging Location: Oxford Suites
115 W. North River Drive, Spokane 99201
(509) 353-9000

July 21, 2005
WORK SESSION AGENDA

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3:00 PM	2. City of Spokane Valley – Spokane Valley Couplet	
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4:45	D. Safe Routes to School Program	Kathleen Davis
5:00 PM	E. Performance Measures	
	1. Economic Study – final report (<i>distributed at meeting</i>)	Steve Gorcester
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Dinner (*on your own*)



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July 22, 2005 – 9:00 AM
 BOARD AGENDA

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Small City Pavement Preservation Program

July 22, 2005

BACKGROUND

During the 2005 legislative session, Substitute Senate Bill 5775 created the Small City Preservation and Sidewalk Program. The Transportation Improvement Board is responsible for administration of this program. The legislation provided a \$2,000,000 biennial appropriation to assist those cities and towns with populations less than five thousand with maintenance, repair, and resurfacing of their arterial and local access streets and sidewalks. Since creation of the program, TIB staff is working to create guidelines and policies to effectively implement and manage the program.

STATUS

In June 2005, TIB contracted with Mr. Paul Sachs to provide training to TIB staff on pavement preservation treatments and management of street systems. While employed by the Washington State Department of Transportation, Mr. Sachs was a major contributor to the creation of the StreetWise program. StreetWise provided small cities with training to rate pavement and manage street system needs.

TIB project engineers are currently working on completing an inventory of all streets within the 175 small cities statewide. The inventory will be complete in October 2005. The small city inventory will contain up-to-date information on all streets and includes information on current geometrics and existing pavement condition for all routes.

Recommended Pavement Treatment Type

PCR	Crack Seal	Chip & Seal Coat	Thin HMA Lift <2"	Thick HMA Lift >2"
90+	NO	NO	NO	NO
70-90	All streets	All streets	NO	NO
50-70	Local Access Limited	Local Access Limited	Typically limited to TIB arterials – Exception based on load related stress	Below 60 when optimal pricing available – Subject to engineer approval
25-50	NO	NO	NO	YES
<25	Reconstruction			

Exceptions:

- Variations with director approval
- HMA use on local access requires engineer and director approval
- Economy of scale provisions apply to all categories (all projects must consider best economy of scale value)
 - Amount of funding varies to ensure natural termini
 - Amount of treatment may be higher when pricing is optional
- Projects under consideration for TIB funded reconstruction

TIB will favor projects that leverage partnerships with other agencies or other existing projects to obtain better prices through economy of scale. Currently, TIB maintains an agreement with WSDOT to include small city streets in state route paving contracts. Bidding or direct service cooperation with county road departments may also be available.

TIB staff will schedule and lead focus groups in various locations around the state to discuss the preservation program with our small city clients. These discussions will assist staff with ways to tailor the program to most effectively meet the needs of the small cities.

IMPLEMENTATION SCHEDULE

June 2005	Contract with pavement management consultant
July – October 2005	TIB Project Engineers complete small city street inventory
July – October 2005	TIB staff conduct focus groups with small cities
November 2005	IACC Small City pavement management training
November 2005	TIB announces call for Pavement Preservation Program applications
January 2006	Board selects Pavement Preservation projects
Summer 2006	Pavement Preservation projects start



Corridor Completion Selection Process

July 21, 2005

BACKGROUND

When the Board approved the FY 2007 Call for Projects in May 2005, staff was directed to provide examples of how the Corridor Completion Investment projects would be selected among the Arterial Improvement Program (AIP) and Transportation Partnership Program applications.

Corridor Qualification Process: A corridor project must meet all threshold requirements to be eligible for funding under the Corridor Completion Investment process. Staff tested the qualification matrix against existing known corridors:

- Plan Consistency – Project is consistent with local, regional and state transportation plans
- Final Corridor Link – Last unfunded segment of the corridor, no other segments of the corridor have funding shortfalls.
- TIB Corridor – TIB has been a significant funding partner in other segments within the corridor.
- Able to Attain Full Funding – It can be reasonably anticipated that the project would be fully funded within 18 months if TIB's commitment is made.
- Feasible TIB funding Level – TIB's funding request is reasonable in relation to the overall shortfall.
- Completion between Natural Termini – This project completes the corridor between natural termini and provides network connectivity.
- Reasonable Contributions – Funding partners have committed reasonable funding based on their financial ability to participate.
- Clear path to completion – The project will go to construction within a reasonable timeline. Project is free of major environmental, right of way and public opposition issues.

Application and Rating Process: Applicants will complete a regular urban project application and mark the project as a corridor completion project. These projects will be ranked using the normal TPP and AIP criteria and will compete only with other corridor projects. Projects not receiving funding from the Corridor Completion Investment process will be returned to the traditional AIP or TPP priority array process.

Timeline for the Corridor Completion Selection Process:

1. Communicate program information with customers (July)
2. If the Corridor Completion application requests significantly more funding than is usually available in the regular AIP or TPP program, local agencies are encouraged to submit a smaller segment application for a lesser amount to better compete in the regional AIP and TPP priority arrays.

3. Assist agencies in corridor application development (August)
4. Corridor completion applications submitted (August 31)
5. All projects are rated and evaluated using the traditional AIP and TPP criteria (September)
6. Corridor completion projects evaluated using the threshold criteria shown in the qualification matrix (September)
7. TIB consults with applicants (as needed) to finalize project details (October)
8. The available Corridor Completion Investment will be assigned to the highest ranked corridor projects (October)
9. The unfunded corridor candidates are then returned to the "regular" priority array regional lists (October)
10. The regional priority arrays are developed based on available funding in the "regular" process (October)
11. Board selects projects (November 18)

Conditional Approval Process: Staff is recommending the following conditional approvals for corridor selected projects to guard against project delays and not getting the project done.

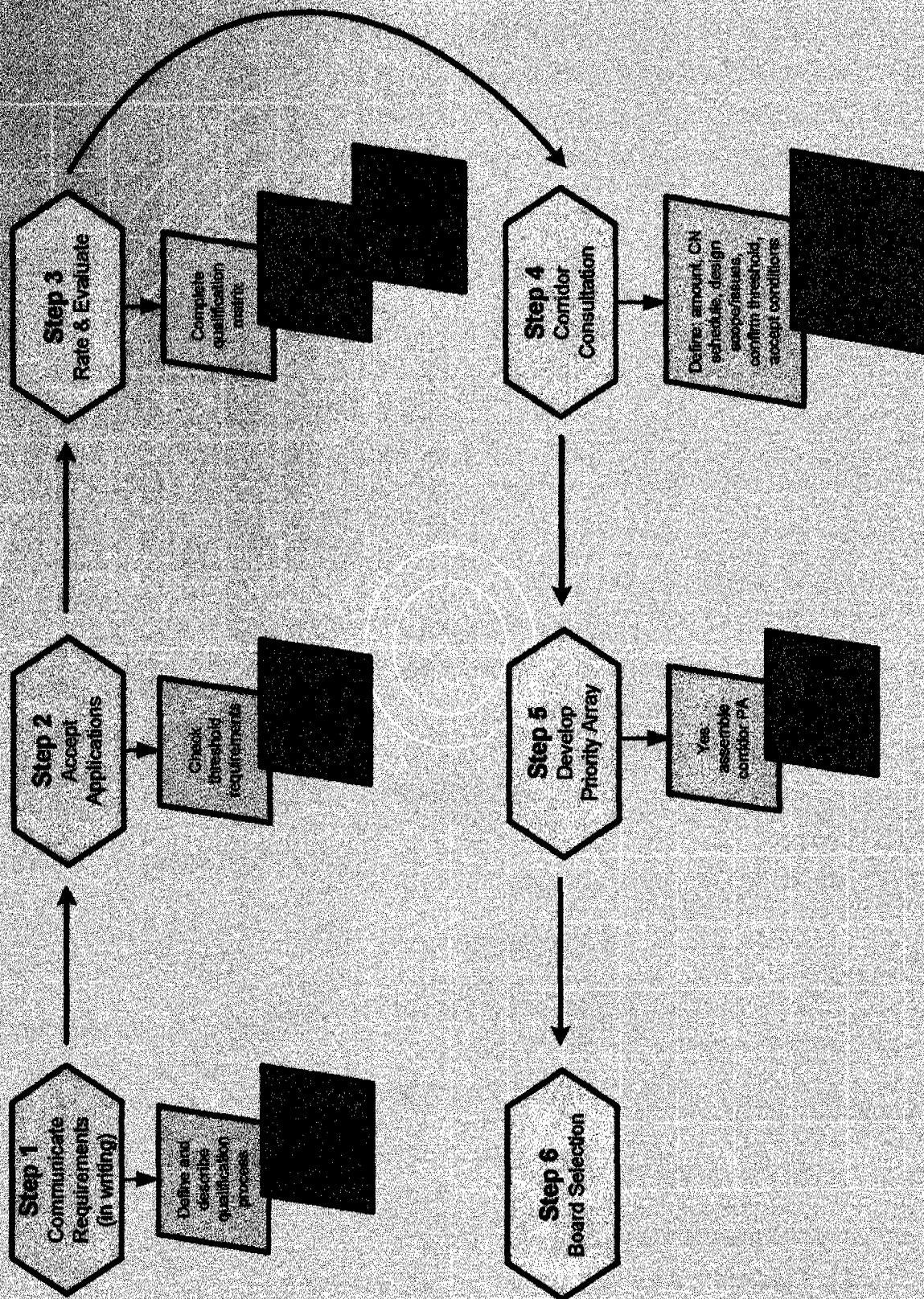
- No expenditure of TIB funds until certification of full funding.
- Funding automatically lapses on June 30, 2007 if full funding has not been certified.
- Changes in project limits are not allowed if the change would result in an incomplete corridor.
- Projects are subject to TIB's normal increase policy.
- TIB reserves the right to suspend project if costs exceed reasonable ability to fully fund the corridor completion project.

This is an information item requested by the Board. A flowchart and four threshold matrices examples are included in the following pages.

RECOMMENDATION

No action is required.

Selection Timeline Flowchart



FY 2007 Corridor Initiative Project Qualification Matrix

Date: 7/1/2005

Scenario # 1: Urban corridor in the Puget Sound region

Threshold Criteria	Yes/No	Comments
Plan Consistency	Yes	<ul style="list-style-type: none"> This project is on the MPO Metropolitan Transportation Plan
Final Corridor Link	No	<ul style="list-style-type: none"> This project is a gap project but there is a shortfall funding on another funded segment.
TIB Corridor	Yes	<ul style="list-style-type: none"> Five segments of this corridor were previously funded by TIB for four different agencies.
Able to Attain Full Funding	No	<ul style="list-style-type: none"> The City does not have sufficient local funds to fund the project and has not applied for federal funds
Feasible TIB Funding Level	No	<ul style="list-style-type: none"> The shortfall is too large (\$20 to \$30M)
Completion Between Natural Termini	Yes	<ul style="list-style-type: none"> The project completes corridor within natural
Reasonable Contributions	No	<ul style="list-style-type: none"> The City is unable to commit additional funds and has not explored other funding options
Clear Path to Completion	Yes	<ul style="list-style-type: none"> Environmental and Right of Way issues have been resolved

FY 2007 Corridor Initiative Project Qualification Matrix

Date: 7/1/2005

Scenario # 2: Urban project in the Puget Sound region

Threshold Criteria	Yes/No	Comments
Plan Consistency	Yes	<ul style="list-style-type: none"> This project is on the MPO Metropolitan Transportation Plan
Final Corridor Link	Yes	<ul style="list-style-type: none"> This project complete the remaining gap between natural termini
TIB Corridor	Yes	<ul style="list-style-type: none"> This corridor was previously funded by TIB at several locations and for multiple Agencies.
Able to Attain Full Funding	Yes	<ul style="list-style-type: none"> The City has committed city funds and federal funds to complete this segment
Feasible TIB Funding Level	Yes	<ul style="list-style-type: none"> TIB is able to provide \$8 to \$10 M
Completion Between Natural Termini	Yes	<ul style="list-style-type: none"> The project meets that intent of natural termini since this project is a gap.
Reasonable Contributions	Yes	<ul style="list-style-type: none"> In addition to City commitment, Federal and WSDOT funds are available for adjacent segments.
Clear Path to Completion	Yes	<ul style="list-style-type: none"> This project has reasonable timelines

FY 2007 Corridor Initiative Project Qualification Matrix

Date: 7/1/2005

Scenario # 3: Urban corridor in the Puget Sound region

Threshold Criteria	Yes/No	Comments
Plan Consistency	Yes	<ul style="list-style-type: none"> This project is on the MPO Metropolitan Transportation Plan
Final Corridor Link	No	<ul style="list-style-type: none"> There are other unfunded segments of the corridor within natural termini
TIB Corridor	Yes	<ul style="list-style-type: none"> Other segments of this corridor were previously funded by TIB
Able to Attain Full Funding	No	<ul style="list-style-type: none"> The shortfall in local match is not fundable
Feasible TIB Funding Level	No	<ul style="list-style-type: none"> The agency is requesting \$12 to \$14 M
Completion Between Natural Termini	Yes	<ul style="list-style-type: none"> If all segments are built
Reasonable Contributions	No	<ul style="list-style-type: none"> This requires consultation with the agency
Clear Path to Completion	No	<ul style="list-style-type: none"> There are Environmental and Right of Way issues

FY 2007 Corridor Initiative Project Qualification Matrix

Date: 7/1/2005

Scenario # 4: Urban corridor in Eastern Washington

Threshold Criteria	Yes/No	Comments
Plan Consistency	Yes	<ul style="list-style-type: none"> This project is on the MPO Metropolitan Transportation Plan
Final Corridor Link	Yes	<ul style="list-style-type: none"> This would complete the corridor between natural termini
TIB Corridor	Yes	<ul style="list-style-type: none"> One segment was funded TIB in 2004
Able to Attain Full Funding	Yes	<ul style="list-style-type: none"> TIB funding would achieve full funding of the corridor
Feasible TIB Funding Level	Yes	<ul style="list-style-type: none"> The agency is requesting \$4 M
Completion Between Natural Termini	Yes	<ul style="list-style-type: none"> This phase would complete all segments
Reasonable Contributions	Yes	<ul style="list-style-type: none"> City and County have secured multiple funding sources.
Clear Path to Completion	Yes	<ul style="list-style-type: none"> No additional process is required



Strategic Plan Review

July 21, 2005

BACKGROUND

The Balanced Scorecard (BSC) method of strategic planning was chosen to facilitate TIB's core value of project delivery. By focusing on project delivery, there was a need to maintain a balanced approach between customers, finances, and the value and benefit of TIB's programs. The BSC Framework was chosen because there was a need to clarify and translate vision and strategy. The Balanced Scorecard recognizes the competing elements faced by an organization and allows the organization to plan, set targets, and align strategic initiatives. The goal is to achieve strategic alignment from top to bottom.

The following is a summary of the Balanced Scorecard Framework used by the Board.

Summary of Balanced Scorecard Framework

1. External/internal assessment to identify "SWOT" (Strengths, Weaknesses, Opportunities and Threats)
2. Strategic analysis to identify and prioritize major issues/goals
3. Design major strategies to address issues/goals
4. Review strategies and their cause and effect
5. Design/update mission statement
6. Establish action plans (objectives, roles and responsibilities for implementation)
7. Record issues, goals, strategies, updated mission, and action plans in a Balanced Scorecard document, and attach SWOT.
8. Conduct the organization's year-one operations
9. Monitor/review/evaluate/update the Balanced Scorecard document

STATUS

The Transportation Improvement Board's Balanced Scorecard provides answers to key strategic and management questions. It takes elements from the Board's strategic direction and organizes the information in a way that focuses attention on key areas and elements needed for successful strategic management. The scorecard becomes an executive summary of the strategic plan, translating strategy into operational objectives that drive behavior and performance.

A successful BSC needs to develop thorough answers to these critical questions:

- **Where are we today?** Mission statements, statutory references, measures of current performance, and assessments of the external environment, customers, partners, risks, and internal resources describe the current state.
- **Where do we want to be?** Vision statements, goals, objectives, and performance targets provide the answer.
- **How do we intend to close the gap between where we are and where we want to be?** Performance measure analysis, strategies, and the financial plan identify the gap and the preferred ways to close it.

The last update to the TIB Balanced Scorecard was in 2002. TIB's strategic planning process calls for a review of the plan as conditions change. The process begins with a review of our mission statement, statutory references, and an assessment of the environment in which the TIB operates.

Mission Statement (Last reviewed in 2005):

The TIB funds high priority transportation projects in communities throughout the state to enhance the movement of people, goods and services.

Statutory References (Last reviewed in 2005, Revised in 1999):

Urban Arterial Trust Account:

There is hereby created in the motor vehicle fund the urban arterial trust account. The intent of the urban arterial trust account program is to improve the arterial street system of the state by improving mobility and safety while supporting an environment essential to the quality of life of the citizens of the state of Washington. The city hardship assistance program, as provided in RCW 47.26.164, and the small city program, as provided for in RCW 47.26.115, are implemented within the urban arterial trust account.

The board shall not allocate funds, nor make payments of the funds under RCW 47.26.260, to any county, city, or town identified by the governor under RCW 36.70A.340.

Transportation Improvement Account:

The transportation improvement account is hereby created in the motor vehicle fund. The intent of the program is to improve mobility of people and goods in Washington state by supporting economic development and environmentally responsive solutions to our statewide transportation system needs.

Within one year after board approval of an application for funding, a county, city, or transportation benefit district shall provide written certification to the board of the pledged local and/or private funding. Funds allocated to an applicant that does not certify its funding within one year after approval may be reallocated by the board.

Strength, Weakness, Opportunity, and Threats Analysis (Revised in March 2005):

Strength	<ul style="list-style-type: none"> • Technical staff • <u>Customer service</u> • Administrative staff • Low overhead • <u>Quality projects</u> • <u>Small City Program</u> • Open, independent decision making • <u>Competitive process</u> • Targeting growth needs • Continuous criteria improvement 	<ul style="list-style-type: none"> • Support economical development • Grant makers, not owners • Minimal red tape • Accept increases for projects • <u>Make up of board, staff, transportation expertise</u> • Consistent annual awards • Regional distribution by programs • Dedicated, stable revenue source
Weakness	<ul style="list-style-type: none"> • Not well understood • <u>Inadequate funding</u> • Reality of politics • <u>Vulnerable due to small agency</u> • Do not control project delivery 	<ul style="list-style-type: none"> • Soft touch • No control over regulatory barriers • Linking performance measures to related program goals
Opportunity	<ul style="list-style-type: none"> • <u>More revenues from gas tax</u> • Leveraging TIB money to get other money • Expand scope and type of projects • Partnering with other agencies • Tell our story • Recommend ways to streamline process • Rewards for meeting timelines • <u>Creating public image and educating public</u> 	<ul style="list-style-type: none"> • <u>Build on our relationships with legislators</u> • Board members' relationship with legislators • Regain multimodal • Larger investments per project • <u>Catalyst for project completion</u> • Create a positive community impact • Customer relationship with legislators
Threats	<ul style="list-style-type: none"> • Consolidation (elimination) • <u>Loss of funding</u> • Project inflation takes away purchasing power • Regulatory burden increases • No match from local communities due to current economic situation 	<ul style="list-style-type: none"> • <u>Being ignored</u> • Budget cuts • Program cuts • <u>Pressure for increases</u> • Aging/delayed projects • Unable to keep up with need • Funding with subsets of all money-related matters

Goals, Strategies, and Performance Measures (Reviewed in 2002):

Under TIB's approach to strategic planning, the goals and strategies employed by the TIB are an outcome of a strength, weakness, opportunity, and threats (SWOT) analysis. At the March 2005 meeting, the Board revised its SWOT analysis recognizing that the external environment had changed since its last review in 2002.

In May 2005, the Board reviewed the goals and strategies identified in the Balanced Scorecard and suggested encouraging better proposals. To complete the process, TIB's performance measures should be reviewed to ensure they provide the feedback necessary for the Board to gauge the performance of the agency. Included in this discussion should be a review of the performance measures recommend by HW Lochner (table 4.1). Below is a table describing TIB's goals, strategies, and performance measures.

BSC Category	Strategy	Performance Measure	Operational Objective
Financial and Social Costs (TIB prudently manages its resources to ensure reliable, ongoing funding for local government projects)	1. Review program utilization and needs and revise resource allocation to maximize benefits	Percent of unfunded applications that are above the historical funding cutoff	Ensure that high priority projects which meet the program criteria are funded
		Percent of unfunded applications	Determine unmet transportation improvement needs due to size of project funded or limit on funds available, determine if needs are increasing/decreasing over time
	2. Control the cost of administering the programs while providing the necessary service and support	Administrative costs compared to the administrative costs of other agencies	Ensure the maximum number of dollars available for transportation is spent on improvements. (Calculate from the Office of Financial Management)
		Percent of customers that have increased level of satisfaction as a result of system and process improvements	Design TIB systems and processes that pass on savings (service provided by TIB) to customers and are easy to use
	3. Improve public confidence in agency accountability by enlisting every employee to communicate achievements, savings and efficiencies to people inside and outside the agency	Payments made within TIB's turnaround time, number of projects managed per engineer	Provide evidence of a well managed and efficient agency

BSC Category	Strategy	Performance Measure	Operational Objective
Value / Benefit of Service (TIB funds high quality projects that support priority community objectives)	1. Provide service and support to local agencies to develop and complete high quality projects	Percent of agencies with an active project contacted each quarter	Ensure timely support and service, remove barriers and gain better understanding of project status
		Percent of agencies that do not have a TIB project contacted each quarter	Ensure all eligible cities and counties have knowledge of TIB's programs, TIB has knowledge of local needs and potential customers are encouraged to apply
		Number of projects funded in an agency that does not have a project	Ensures that TIB program information is shared with all agencies
		Number of Project Technical Meetings that result in a selected project	Ensures that the quality of applications are improving
		Percent of local agency projects on schedule	Reduce delay related cost to customers and TIB, ensure TIB funds are available for reimbursement as scheduled
		Projects closed out and completed	Ensure projects are completed and closed and the project inventory is reduced
	2. Develop priority array criteria that select projects consistent with the intent of the program	Percent of projects that achieved their intended improvements	Ensure investment of state funds achieves the intended goal of pavement preservation/restoration, accident reduction, capacity improvement, supporting economic vitality. (Gathered through a sample customer survey of projects completed in the last year)
		Lane miles of roadway improved	Provide and annual summary of miles of local arterials improved. (Results are gathered from information provided in priority array)

BSC Category	Strategy	Performance Measure	Operational Objective
		Annual societal benefit as a result of accident reductions	Ensure the improvements provided reduced accidents as intended. (Results are gathered from information provided in the priority array)
Customer and Constituents (Satisfied customers who support and advocate for TIB's programs)	1. Increase our customer's awareness of TIB programs and projects	Number of project events attended	Ensure TIB is recognized as an active participant. Project event is defined as any public event held on behalf of a TIB funded project
		Number of legislative contacts	Ensure TIB informs important stakeholders of TIB activities in their district and statewide. Legislative contact is defined as contact with an elected official to discuss TIB projects or activities
		Percent of customers satisfied with TIB's service and support who have advocated on behalf of TIB's programs	Ensure TIB is recognized as essential for local transportation funding and that TIB is truly a responsive agency
		Number of projects moving forward as a result of TIB's assistance	1) TIB acts as an "honest broker" and coordinator to remove barriers for our clients whenever possible; 2) Ensure state supported transportation improvements are completed in a reasonable time frame. Counted are those projects that have been identified as having an obstacle that has been removed by the TIB staff.
	2. Assist transportation interest groups in promoting TIB's mission through the use of TIB's Communication Plan	Number of conferences attended where TIB information was displayed or presented	Ensures that local, state and congressional elected officials know of TIB's state support of local agency projects.
		Number of times TIB information was published by the media	Ensures that local, state, and congressional elected officials know of TIB's state support of local agency projects

Table 4.1: Recommendations

Performance Measure	Balanced Scorecard	Transportation Partnership	Arterial Improvement	Small City	Pedestrian Safety & Mobility
Input Measures	Measures to Add <ul style="list-style-type: none"> • % of projects 3, 6, 12 and over 12 months past completion. • Geographic distribution of funds by grant program. 	NONE	NONE	NONE	NONE
Output/Efficiency Measures	Measures to Delete <ul style="list-style-type: none"> • # of conferences attended • # of media reports concerning TIB Measures to Add <ul style="list-style-type: none"> • % increase in project cost 	Measures to Add <ul style="list-style-type: none"> • Matching dollars & percentage by funding source 	NONE	NONE	NONE
Outcome/Effectiveness Measures	Measures to Delete <ul style="list-style-type: none"> • Shift lane miles improved & annual accident reduction to program specific measures 	Measures to Add <ul style="list-style-type: none"> • Lane miles & lineal feet of sidewalk improved • Level of Service (time lapse) • # of jobs in project area (time lapse) • Sales taxes (time lapse) • Assessed Value (time lapse) • # of Pedestrian access points added • Accident reduction 	Measures to Add <ul style="list-style-type: none"> • Average annual accidents (3 years prior, 3 years post project completion) • Level of Service (time lapse) • Lane miles & lineal feet of sidewalk improved • # of transit facilities added or enhanced. 	Measures to Add <ul style="list-style-type: none"> • Lane miles of substandard roads improved. • Average annual accidents (3 years prior, 3 years post project completion) 	Measures to Add <ul style="list-style-type: none"> • Lineal feet of sidewalks/pathways improved or added • Reduction in pedestrian related accidents (3 years prior, 3 years post project completion)

Mobility performance measures are used to characterize the success of transportation, in terms of:

1. Quantity of service (number of people served) - Collective user perspective, and measure of a program's success.
2. Quality of service (degree of traveler satisfaction with the service provided) - Usually related to travel time.
3. Accessibility of service (ease of engaging in activities) - Related to existence of service, and difficulty of using it.
4. Utilization (how much of the available capacity is used) - Indication of whether the system is properly sized, matching supply to demand.

**Transportation Improvement Board
May 20, 2005
Yakima Oxford Suites & Inn
Yakima, Washington**

MINUTES

TIB BOARD MEMBERS PRESENT

Councilmember Bill Ganley, Chair
Commissioner Leo Bowman, Vice Chair
Mr. John Akers
Councilmember Jeanne Burbidge
Mr. George Cress
Ms. Kathleen Davis
Councilmember Calvin Goings
Ms. Paula Hammond

Councilmember Neil McClure
Mr. Dick McKinley
Mr. Dave Nelson
Commissioner Michael Shelton
Ms. Heidi Stamm
Mr. Steve Thomsen
Mr. Arnold Tomac

TIB STAFF

Rich Struna
Omar Mehیار
Bob Moorhead
Eileen Bushman/recorder

TIB BOARD MEMBERS NOT PRESENT

Mr. Dave O'Connell Mr. Jay Weber
Mr. David Stalheim Mr. Theo Yu

CALL TO ORDER

Chair Ganley called the meeting to order at 9:00 AM. He introduced and welcomed new Board member, Pierce County Councilmember Calvin Goings. Chair Ganley noted that TIB Executive Director Steve Gorcester had business in Olympia and was unable to attend this meeting.

GENERAL MATTERS

A. Approval of March 25, 2005 Minutes

MOTION: It was moved by Vice Chair Bowman with a second from Mr. McKinley to approve the minutes of the March 25, 2005 Board meeting as printed. Motion carried unanimously.

B. Communications – Chair Ganley referred the Board to the communications section in the Board packet, specifically noting the Ferndale article regarding the TIB roundabout project and the *Pierce County Front Page News* article about the appointment of Councilmember Goings.

Mr. McKinley asked the record to show that the Ferndale project was a superb example of how TIB helped resolve the issue between the local agency and the local school district on a controversial project. This intervention resulted in a win-win situation for the City of Ferndale and the Ferndale School District.

LOCAL PRESENTATIONS

Don Whitehouse, WSDOT South Central Regional Administrator, provided information on the TRANS-action vision to focus on corridor revitalization and encourage economic vitality through long-range transportation strategies.

Gary Ekstedt, Yakima County Assistant Director, presented information on current projects including Riverside Road and Selah Loop Road, and mentioned Ahtanum Road, Wide Hollow Road, and Coolidge Road as future projects.

Kay Adams, Yakima City Engineer, focused on the Lincoln Avenue and B Street grade separation project, and provided information on Nob Hill reconstruction and the River Road widening.

Dennis Henne, Union Gap Public Works Director, talked about several projects in the area including 16th Street, 3rd Avenue, Main Street, Ahtanum Road, and the Valley Mall Boulevard, noting that there was a significant amount of retail and commercial growth in the area.

Joe Henne, Selah Public Works Director, and **Mayor Bob Jones**, thanked the Board for funding the Crusher Canyon Road.

Senator Deccio, 14th District State Legislator, addressed the board regarding the process of trying to get transportation projects funded. He noted that there is a \$4.3 million funding shortfall of Phase 3 for the Valley Mall Boulevard project.

Vice Chair Bowman told the Board about the importance of looking at transportation in its entire system, which includes ports, trucking, freeway system, trains, and arterials. He referred to the dredging of the Columbia River and how that would allow tanker containers to move freight via this significant waterway. He stated that if the ports could be fully utilized, it would relieve trucking congestion from the highway system, and wanted the Board to be aware of the connectivity of the entire transportation system.

NON-ACTION ITEMS

A. Chair's Report to the Board

Chair Ganley presented a plaque to Commissioner Shelton recognizing him for his service to the Board. Commissioner Shelton has accepted a governor-appointed Board position with the State Board of Health. He served on the TIB since 2001.

Chair Ganley presented a plaque to Mayor Pro Tem Marvella Goriniski of the City of Moxee in recognition of the city's partnership with TIB to complete the Postma Road project. Mayor Pro Tem thanked the Board for providing the funding and noted that this project was instrumental in the Ace Hardware Distribution Center choosing Moxee for its site.

B. Executive Director's Report

Steve Gorcester provided an Executive Director's report at the July 21 work session. He talked about:

- The cost savings with the Chelan project because of the agreement between TIB and WSDOT pavers.
- TIB project engineer JoAnn Schueler accepted a position with WSDOT Olympic Region. Mike Polodna has taken over the TIB region that JoAnn formerly maintained. That area includes projects within Clallam, Grays Harbor, Jefferson, Kitsap, Lewis, Mason, Pacific, Pierce, and Thurston Counties. In addition to managing special projects, Bob Moorhead is working with agencies in Mike's old region which includes Island, San Juan, Skagit, Snohomish, and Whatcom Counties.
- Recent TIB project events that highlighted ribbon cuttings for:
 - City of Moxee – Postma Road
 - King County – Federal Way Redondo Park and Ride
 - City of Chelan – Newstreets
 - City of Wenatchee – Maple Street
 - City of Shelton – Olympic Highway South Pedestrian Path
 - City of Yakima – Washington Avenue
 - Yakima County – Keys Road
- The 2005 legislative session that resulted in \$7 million of new law funding for the TIB.

C. Financial Report

Rich Struna reported that the UATA expenditures totaled \$90.2 million and holds an account balance of \$5.5 million. The TIA account balance is \$10.8 million, with expenditures totaling \$72.1 million. The appropriation balance in the Administrative account is \$490,000.

Rich reviewed the 6-year financial plans for the FY 2005-07 biennium. The two accounts administered by the TIB began the biennium with an estimated combined fund balance of \$13.3 million. Based on the

latest forecast distributed in March 2005, the TIB expects to receive \$194 million in revenue. TIB's total appropriation for the biennium is \$206.3 million. The estimated ending balance for the biennium is \$1.1 million.

D. Project Activity Report

Omar Mehyar reported that the AIP had a surplus of \$500,000, the SCP had an increase of \$335,000, and the TPP had a minor increase of \$4,322. Project activities for this reporting period resulted in a net reduction of \$587,401 in TIB commitments.

ACTION ITEMS

- A. TIB/WSDOT Newstreets Selection** – In 2004, TIB and WSDOT entered an agreement to add selected small city arterial paving projects to maintenance overlay projects on state routes. Four small city projects were identified in which the state route overlay projects are adjacent to TIB projects. TIB staff recommended the Board select the following four Newstreets projects that will be completed in conjunction with the WSDOT paving agreement: Eatonville (\$180,000), Metaline Falls (\$145,000), Morton (\$235,000), and Mossyrock (\$190,000).

MOTION: It was moved by Commissioner Bowman with a second from Councilmember McClure to select Newstreets projects in Eatonville, Metaline Falls, Morton, and Mossyrock at an estimated cost of \$750,000 in TIB funds. Motion carried unanimously.

- B. FY 2007 Preliminary Program Size/Schedule** – Omar Mehyar presented the FY 2007 program size and program schedule to the Board. Because the Legislature approved an additional \$5 million per biennium to be used in the TPP, TIB staff recommended two options: 1) to increase the level of investment in individual projects; or, 2) to fund the completion of significant corridors in which TIB already had a substantial investment (Corridor Completion Investment). Reducing the amounts offered in the AIP, along with the additional \$5 million from the Legislature, would allow the TIB to offer a total of \$30 million to the Corridor Completion Investment if the Board selects Option 2. The table below lists both options.

<i>Programs</i>	Option 1 Increased individual project investment	Option 2 Investment in corridor completion
Corridor Completion Investment*		\$30 M
Arterial Improvement Program (AIP)	\$30 - \$40 M	\$25 - \$35 M
Pedestrian Safety and Mobility Program (PSMP)	\$3 - 4 M	\$3 - 4 M
Small City Program (SCP)	\$6 - \$8 M	\$6 - \$8 M
Transportation Partnership Program (TPP)	\$40 - \$45 M	\$35 - \$40 M
Reserved for future federal match projects	\$5 M	\$5 M
Small City Preservation and Sidewalk Program (SCPSP)	\$2 M	\$2 M

Councilmember Goings requested that staff determine if emergency WAC rules were required to implement the Corridor Completion Investment, and if so, to present them at the July meeting.

MOTION: It was moved by Mr. McKinley with a second from Councilmember Burbidge to adopt Option 2, which includes funding for corridor completion, of the FY 2007 Program Size as listed above. The highest rated corridor projects will be funded on a statewide basis. Motion carried unanimously.

The recommended program schedule is:

Date	Milestone
June 1, 2005	Call for projects announced
June 7-16, 2005	Funding workshops scheduled across the state
August 31, 2005	Deadline for applications to be received or postmarked
September-October 2005	Application evaluation and field reviews
November 18, 2005	Board selects projects at Vancouver Board Meeting

MOTION: It was moved by Mr. McKinley with a second from Ms. Davis to adopt the FY 2007 Program Schedule as listed above. Motion carried unanimously.

- C. **Criteria Changes FY 2007** – The FY 2007 criteria changes were presented at the March 2005 Board meeting. The Board requested staff to release criteria changes for public comment, retain the “Add New HOV Lane Each Direction” under AIP’s Mode Accessibility category, and add “Supports Annexation Agreement, 0 to 5 points” to TPP’s Growth & Development category. All were implemented and the comments received from clients were favorable. It was recommended to change the term “child care facilities” to “child care centers” to avoid confusion over a private facility versus a public facility. A detailed list of criteria was presented to the Board.

MOTION: It was moved by Councilmember McClure with a second from Mr. Nelson to implement the FY 2007 criteria as presented. Motion carried unanimously.

- D. **Election of Chair and Vice Chair** – The Chair and Vice Chair of the TIB are elected every two years by the members of the Board. Both are selected from among the six elected officials serving on the Board, and one is to be a county official and one a city official, as stated in the TIB Bylaws, Article II, Sections 1a and 1c. The Chair traditionally alternates between a county and city representative.

MOTION: It was moved by Mr. McKinley with a second from Commissioner Shelton to elect Commissioner Leo Bowman as Chair for FY 2005-07. Motion carried unanimously.

MOTION: It was moved by Councilmember McClure with a second from Mr. Nelson to elect Councilmember Jeanne Burbidge as Vice Chair for FY 2005-07. Motion carried unanimously.

FUTURE MEETING

The next Board meeting is scheduled to meet in Spokane on July 21-22, 2005. A meeting notice regarding the July meeting will be sent out on July 1, 2005.

ADJOURNMENT

The meeting adjourned at 11:00 AM.

VIEWPOINT

Teamwork brings help to troubled Federal Way commute

BY DEAN MCCOLGAN
AND JEANNE BURBRIDGE

The Washington State Legislature passed a multi-year transportation package in April to improve traffic congestion and safety across our state.

The Seattle news media have focused their attention on big Seattle-area projects like the Alaskan Way Viaduct, the Evergreen Point Floating Bridge and the Interstate 405 corridor. What they haven't told you is that the transportation package also invests millions of dollars in Federal Way and South King County.

First and foremost, legislators allocated \$100 million for the congested interchange we call "the Triangle." It's where Interstate 5, Highway 18 and Highway 161 come together and force commuters and truckers to do a brake-stomping dance day after day.



Burbidge

The Triangle is the fifth-most congested interchange in the state and is considered a safety risk due to the number of accidents that occur there. Fixing the Triangle was our city's top transportation priority going into the legislative session, and the \$100 million spread over the next several years will go a long way toward making that happen.

\$30 million is targeted for the Highway 509 project. When completed, Highway 509 will create a new and direct corridor from Sea-Tac Airport to Interstate 5 and more than six miles of new lanes on I-5 from Sea-Tac to Federal Way (at South 320th Street). Finishing this project will require regional financing, but the state money allows important right-of-way purchases to continue.

\$10 million has been set aside for the interchange of I-5 and South 272nd Street at the north end of Federal Way. Inter-

state 5/272nd is a highly used "back door" into and out of Federal Way, and the funding from the state will be combined with \$16 million of Sound Transit money and expected federal funds to construct Phase I of a new interchange. The money also will be used to pave I-5 at the approaches to and from I-5/272nd.

\$602 million is distributed to cities and counties for their local road needs. It will provide a little more than \$350,000 a year for our city to put toward maintenance, asphalt overlays and other local arterial projects. Funding for the local roads system has been declining significantly in recent years, so the new funds are sorely needed.

Federal Way gained a new voice in regional decision-making at the Puget Sound Regional Council (PSRC). The PSRC decides how certain federal transportation monies are allocated throughout central Puget Sound. Federal Way has never had a direct voting seat on the PSRC, but legislators inserted a budget

proviso in the transportation package that gives our city a well-deserved direct seat at the table.

Legislators provided new money to the state Transportation Improvement Board for the first time in 15 years. The TIB, on which Federal Way City Councilwoman Jeanne Burbidge serves as vice chairwoman, gives grants to local transportation projects in Federal Way and elsewhere.

The agency has provided more than \$27.4 million to Federal Way in the past 10 years. In fact, the city's improvements to Pacific Highway South, 23rd Avenue South and South 288th, 312th, 320th and 336th streets were all funded in part by TIB grants.

Also newly legislated are funds for transit agencies, additional dollars for freight-mobility projects and enhanced tax credits for companies like Weyerhaeuser which deploy van pools and car pools in the peak hours via the state's Commute Trip Reduction program.

Additional efforts are under way to improve congestion and safety in our region. City and county officials in King, Pierce and Snohomish counties continue to work on a ballot measure that will give the region's voters the option to address major corridors and chokepoints more thoroughly. In addition, local governments across the state -- including the Federal Way City Council -- continue their efforts to improve local street networks.

The battle against congestion and on safe roads is never over, but the Legislature, the region and City of Federal Way are working to provide drivers with less congested and safer trips than the ones they face today.

Dean McCollgan is the mayor of Federal Way and serves on the Association of Washington Cities board. Jeanne Burbidge is a member of the Federal Way City Council and represents cities as vice chairwoman of the state's Transportation Improvement Board.

Roundabout engineers hired

By Jessie Stensland
Jun 18 2005

Oak Harbor may not have to depend on the state Department of Transportation to get roundabouts in the city. Eric Johnston, a civil engineer with the city, said engineers will be looking at the possibility of building the circular traffic devices at three different intersections — Oak Harbor Street and NE Seventh Avenue, Oak Harbor Street and Crosby Avenue, and Barrington Drive and Erie Street.

"We are looking at a number of alternatives for each intersection," he said. "One is a roundabout."

This isn't the first time roundabouts have been considered. City staff and DOT engineers have also worked together on a study of Highway 20 within Oak Harbor, from Swantown Avenue to Cabot Street. The preliminary report in March suggested that roundabouts could cure traffic woes at a number of intersections along the highway.

The state, however, has no money budgeted to install roundabouts in Oak Harbor or do any of the work called for in the study. But the city recently entered into a contract with the Everett-based firm Reid Middleton, Inc., to do engineering services for two large street projects. The company has a lot of expertise in building roundabouts, having designed more than 40 of them in the last nine years, according to their Web site, www.reidmiddleton.com. The city is moving forward with building the missing link in Barrington Drive. The \$1.1 million project will extend the road from behind Wal-Mart up the hill to where SW Barrington Drive currently dead-ends in a residential area.

Completion of the road has been in the city's Comprehensive Plan for many years. The Regional Transportation Planning Organization awarded the city a \$100,000 grant for the project in 1998; this year, the organization gave the city an additional \$505,000 grant. The money comes from federal gas tax.

As a match, the city is spending \$95,000 in traffic impact fees. Johnston said the completion of the road will provide a crucial east-west link in the city, which should relieve some of the congestion on the highway.

As part of the design work, engineers will analyze whether it would make sense to build a roundabout behind Wal-Mart, at the intersection of Barrington Drive and Erie Street.

In addition, the city is planning a \$2.48 million project to make Oak Harbor Street safer. The stretch of road has been prone to accidents, including many injury accidents, mainly because of the lack of left-turn lanes. The project, from Whidbey Avenue to Crosby Avenue, will include construction of bicycle lanes, turns lanes, curbs, gutters and sidewalks.

The city has a total of \$1.68 million in state and federal grants for the project, including a \$1.3 million grant from the state Transportation Improvement Board. The money comes from state gas tax. The city's match is \$800,000 from developer impact fees and the arterial fund.

Again, Johnston said engineers will consider a number of different options including roundabouts, signal lights, or simple changes in "channelization" for improving the intersections with NE Seventh and with Crosby Avenue.

Traffic engineers tend to love roundabouts, which are intersections with one-way circulation around a center island, eliminating the need for a traffic signal.

Johnston said they have many advantages over intersection with the traditional traffic signals. "Roundabouts are a lot cheaper," he said, "they are safer, from what DOT tells us ... and they look better."

The Department of Transportation also reports that roundabouts are more efficient than signalized intersections. They allow more cars to move through an intersection at any given time.

The biggest problem with roundabouts is public resistance; some drivers don't like them or are scared of the idea.

And the public will have their say. Johnston said the city and the consultant will hold two meetings for each project this fall to gather public comment. Afterward, staff will make a recommendation to City Council, which will make the final decision on the roundabout issue. Johnston said construction on the road projects will likely begin next fall.

You can reach Jessie Stensland at jstensland@whidbeynewstimes.com or 675-6611.



July 14, 2005



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Liberty Lake News

Happy trails to you
7/7/2005

Guest column by Thomas Specht

Trails connect the community — physically and in other important ways.

To build the Liberty Lake Pedestrian Bridge took the community of Liberty Lake to support the formation of the Liberty Lake Transportation District (TBD). It took the leadership of Steve Peterson along with Lewis Griffin and Doug Smith to get this bridge built, and the city stepping up to fill the gap on the funding shortage.

It took Steve Gorchester from the Washington State Transportation Improvement Board, who would not let this bridge die. It took Ken Olsen and others from the DOT. It took Alex Young, the state architect who also designed the artistic side rails. It took Jim Frank and Greenstone and ACI construction to provide the fill. It took Scott Bernard and Max J. Kuney Co. to build the bridge.

So, you see, this bridge links not only the community of Liberty Lake to the Centennial Trail, but this bridge links the community of Liberty Lake to something much larger. I do believe it takes a community to raise a child. I know it took a very large community to raise this bridge.

Bridge history

This bridge was not easy to get built. This makes the opening of this bridge all the more rewarding.

The Liberty Lake Trail Committee started with the involvement of 50 community members in 1995 with the mission to find a way to link the community with trails. We were under the umbrella of Friends of Pavillion Park.

The committee, along with the Washington Society of Landscape Architects, sponsored a Charette in 1999. Tina Wallingford, Mary Jo Foss and Mike Terrell played a big part in putting on the Charette. That Charette helped to define our goals. We put our plans up, reviewed them and invite the community to give their input. Each person had three red dots and marked the areas they had the most interest. The bridge was covered with dots.

We then ran a campaign to form the Liberty Lake Transportation Benefit District. Scott Bernard, Nate and Shaun Brown, Gene Domanico, Barb Midkiff, Shirley Schoenberger, Polly Soderquist, Mark and Jane Bitz, Bob Gamble, Harley

Halverson, Frank Boyle, Tom Agnew, Russell and Lea-Ann Kinney, Maggie Muat, Bob Conley, Ron Cocchiarella, Chris Bower, Kerry Masters, Rand and Sue Hatch, Jan Harris, Don Limmer, Wendy Van Orman, Susie Weller and Bill and Judy Williams are some of the 60 people who helped in the campaign going door to door, standing on the corner waving signs and making telephone calls.

It was very gratifying to see 69 percent of the people of Liberty Lake vote to increase their property taxes to fund trails.

TBD results

I feel that this investment has more than paid off. Trails increase property values, add to the quality of life, and help provide a healthy lifestyle especially for the children. The money raised has acted as seed money so that with city, county and state funds I believe we have stretched the funds fourfold.

The paths to the school and park were added immediately. We added the trail to stateline and to the Centennial Trail connection. We are just finishing the last link of the Outlet Trail.

TBD members

I do want to recognize the TBD board members. We were blessed with talent.

- Bruce Steele, charter member, Charette member and vice president had years of experience dealing with road issues.
- Leslie Zilka, Charette member, is our secretary whose minutes and inputs were invaluable.
- Jim Frank, who was involved from the get-go, whose vision, knowledge, and support we greatly rely upon.
- Lud Kramer who helped with the election, his continuous focus on "let's get something done," "it should be top notch," keeps him with us in spirit.
- Glen Long, our maintenance guy, with uncommon common sense who continually checks every trail out.
- Bob Martin stepped in for Stan Chalich. His technical and political knowledge serves as a great asset.
- Brian A Sayrs keeps us connected with the city.
- Pat Harper from the county serves not only as a liaison with the country commissioners, but also is a guiding force.

It truly took a great community to raise this bridge. I feel proud and lucky to be a part of this community and to have such people as friends.

Happy Trails to you!

Thomas Specht is chairman of the Liberty Lake Transportation Benefit District.



July 14, 2005

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Liberty Lake News

I-90 span celebrated
7/7/2005

By Evan Jensen

LIBERTY LAKE — Celebrating the grand opening of the Interstate 90 pedestrian bridge, hundreds of Liberty Lake residents streamed across the bridge early Monday morning, collecting bottled water and a commemorative T-shirt from the City of Liberty Lake.

The long-awaited \$1.5 million project connects Liberty Lake trails to the 37-mile Centennial Trail. For pedestrians and cyclists, the bridge eliminates the need to cross the narrow Harvard Road overpass.

"This bridge is a culmination of events and efforts from people in our community," Mayor Steve Peterson told hundreds of onlookers Monday. "This bridge links our community together and is an integral link to the Centennial Trail."

Planning for the future, Liberty Lake residents and members of the trails committee first envisioned the pedestrian bridge in 1995. After finally securing funding from the State Transportation Improvement Board, the Liberty Lake Transportation Benefit District and the City of Liberty Lake, crews from Max J. Kuney Construction began work on the bridge in early March. Greenstone Homes, ACI Construction and the Liberty Lake Sewer and Water District provided additional donations to construct the bridge.

"This bridge was on its death bed several times," said longtime bridge advocate Tom Specht, standing on a truck bed stacked with water bottles and T-shirts. "Thanks to help from a lot of people, this bridge connects our community physically and in other more important ways. It takes a community to raise a child, and it took a large community to raise this bridge. Happy trails to you."

After the 8:30 a.m. ribbon-cutting ceremony, a group of grade school-aged kids raced across the bridge followed by a crowd of pedestrians with families, strollers, pets and bicycles.

"There were a lot of obstacles that slowed the progress of building this bridge," said Liberty Lake resident Glen Jones, who was a member of the original trails committee and attended the grand opening. "We persevered because we knew this project would benefit the entire community. It's an attractive celebration of the community and provides a wonderful opportunity for walking, biking and other exercise."

More than 200 feet long and 12 feet wide, the bridge was built with more than 500,000 pounds of steel, 815 pounds of crushed rock and 328 tons of asphalt. As part of the grand opening, the city promoted a T-shirt design contest and selected the award-winning design by 7-year-old Miles Koldewyn to celebrate the event. With an overwhelming turnout for the grand opening, the city ran out of T-shirts, but continued to distribute water bottles as the crowd left.

"This was an amazing turnout for a Fourth of July morning," Liberty Lake resident Lois Hatch said. "We've needed this bridge for a long time for a safer way to get to the Centennial Trail."

(News Archive

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Thursday, July 14, 2005

**Road project prepares
cities for future**

*Lake Road expansion is
one of the city's largest
capital improvements*

By Heather Kibbee

Post-Record staff

Politicians, city leaders, and
local business

representatives gathered
Friday for the celebration of
the completion of the
Northwest Lake
Road/Southeast First
Street Improvement
Project.

The project extends 2.4
miles from Southeast
192nd Avenue in
Vancouver to Northwest

Sierra Street in Camas. The stretch of roadway was widened in anticipation of
future growth in the Northwest Camas and Southeast Vancouver areas.



On Friday afternoon Vancouver Mayor Royce Pollard, State Senator Joe Zarelli, Camas Mayor Paul Dennis, Congressman Brian Baird, and Stat Representative Richard Curtis (left to right) perform the ribbon cutting, signifying the completion of the Northwest Lake Road improvement project. Photo by Heather Kibbee/Post-Record

The project expanded Lake Road from Leadbetter Boulevard to Northwest Parker Street to three-lanes with one lane moving east and one moving west separated by a center turn lane.

In addition, Lake Road was widened to five lanes from Northwest Parker Street to Southeast 192nd Avenue with two lanes of traffic running in each direction divided by a center turn lane.

Both phases of the project also included sidewalks and bike lanes.

Tapani Underground, Inc., of Battle Ground, began construction on the \$9.2 million project in May 2004. The design, property acquisition, and management facets of the project brought the total to \$13.8 million.

The improvements were funded by contributions from several partners including federal appropriations, the Federal Interstate Maintenance Discretionary Fund, a Public Works Trust Fund loan, a Transportation Improvement Board grant, well as local entities including the cities of Camas and Vancouver, Clark County, WaferTech, and Underwriters Laboratories.

Visit the Tri-City Herald

Bridging history

This story was published Wednesday, July 13th, 2005

By Sara Schilling, Herald Valley bureau

PROSSER – Call it a coincidence. Or a piece of perfect symmetry. About 75 years after then-Gov. Roland Hartley turned up in Prosser to dedicate the bridge spanning the Yakima River, current Gov. Christine Gregoire on Tuesday trekked to the town of about 5,000 people to celebrate the completion of a new bridge and Prosser's \$16 million Wine Country Road Improvement project.

"It's a good day to celebrate," Gregoire told the city, county, regional and state officials and community members who braved the heat to attend the afternoon ceremony. She said Prosser's project – like other transportation improvements across the state – helps open up trade and tourism.

For Prosser, it's been a long time coming.

A 1997 city transportation study showed the bridge and 3.5-mile stretch of Wine Country Road needed upgrades, according to a city news release.

Work on the west end of the road from Interstate 82 at Exit 80 to Nunn and Wamba roads began in 2001 and included adding a center turn lane, curb and gutters, sidewalks and storm drainage features.

Similar improvements to the east end of the road came in 2002.

The third and final phase of the project began in summer 2003 and saw work start on the new bridge, traffic signals installed at Sixth Street and at North River Road and a new BNSF Railway Co. undercrossing built. It opened in May.

The new bridge recently opened to incoming traffic. Cars headed out of town continue using the old bridge.

The \$16 million project was paid for with federal, state, county and city money, along with contributions from some area businesses.

"It's a decade's worth of work ... that required the effort of many, many people," Mayor Linda Lusk said during the ceremony.

Officials and residents on Tuesday appeared to believe it was worth it.

"(The bridge) will be a new gateway," said Prosser Councilman Sam Giordanengo. "It's going to be a crown jewel."

Community member Jim Milne, 46, agreed.

"It's a nice addition," he said. "(And) it's good to see (Gregoire) support projects in big and small communities."

That's what touched Ernest Troemel.

The Prosser councilman, who with dozens of others mingled with Gregoire at a wine reception at the Quilted Country Inn after the ceremony, said Tuesday's visit from the state official and the reason behind it are important for Prosser.

"It's historic – (75) years ago the governor was here to dedicate the old bridge," he said. "It's very significant (that Gregoire) would take the time to come over here."



Elected officials chat Tuesday as they wait for a pair of ribbon-cutting scissors on the newly built Wine Country Road bridge in Prosser. Dozens attended the ceremony celebrating the completion of the \$16 million road improvement project.

Herald/Molly Van Wagner

June 15, 2005



P.O. Box 1307, Issaquah, WA 98027

Ava Frisinger, Mayor
(425) 837-3020 / FAX (425) 837-3029
mayor@ci.issaquah.wa.us

RECEIVED

JUN 17 2005

TIB

Transportation Improvement Board
PO Box 40901
310 Maple Park Avenue SE
Olympia, WA 98504-0901

ATTN: Mr. Omar Mehyar, PE, Regional Manager
Greg Armstrong, PE, Regional Engineer

RE: Issaquah SE Bypass Project/Grant
TIB Project #9-P-108(003)-1

Dear Mr. Mehyar and Mr. Armstrong:

On April 5, you had a meeting with the Public Works Engineering staff to discuss changes in the TIB grant cash flow procedures. The grant was issued to the City of Issaquah eight years ago on September 8, 1997.

Due to the fact that TIB has streamlined and restructured its grant obligation protocols in order to make additional money available for projects that are ready to proceed with their respective stages of development, you have requested the City of Issaquah relinquish the remainder of the \$1 million dollar grant.

Future construction obligations would then be predicated on a new application at that time. It is our understanding that TIB is committed to working with us in the future as they have in the past to ensure that money will be available to fill grants as it is needed and that TIB continues to support the SE Bypass as a critical local and regional project and believe it will rate well when we are ready to move forward.

Assuming my understanding is correct and that TIB Board would look favorable at any new grants that the city would apply for the Bypass, the City of Issaquah is happy to cooperate with TIB to improve and restructure your grant processes to enable the use of TIB funds more effectively.

Please let me know if you need anything else from the City of Issaquah at this time. As always, we are ready to provide testimony before your board if they so wish.

Thank you for your cooperation in this matter.

Sincerely,

Ava Frisinger
Mayor

cc: City Council
Parsons Brinckerhoff
Bob Brock
Pam Fox



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July 6, 2005

The Honorable Christine O. Gregoire
Governor
Post Office Box 40002
Olympia, WA 98504-0002

Dear Governor Gregoire:

I am writing to submit my resignation from the Transportation Improvement Board (Board). It has been a pleasure serving as a member of the Board since October 2003.

Last month, I accepted a new position in the Office of Financial Management as Senior Budget Assistant to the Governor for general government agencies. Because I no longer have the transportation portfolio, it is appropriate for me to resign my position on the Transportation Improvement Board.

Thank you for your time and consideration.

Sincerely,



Theo Yu

Senior Budget Assistant
to the Governor

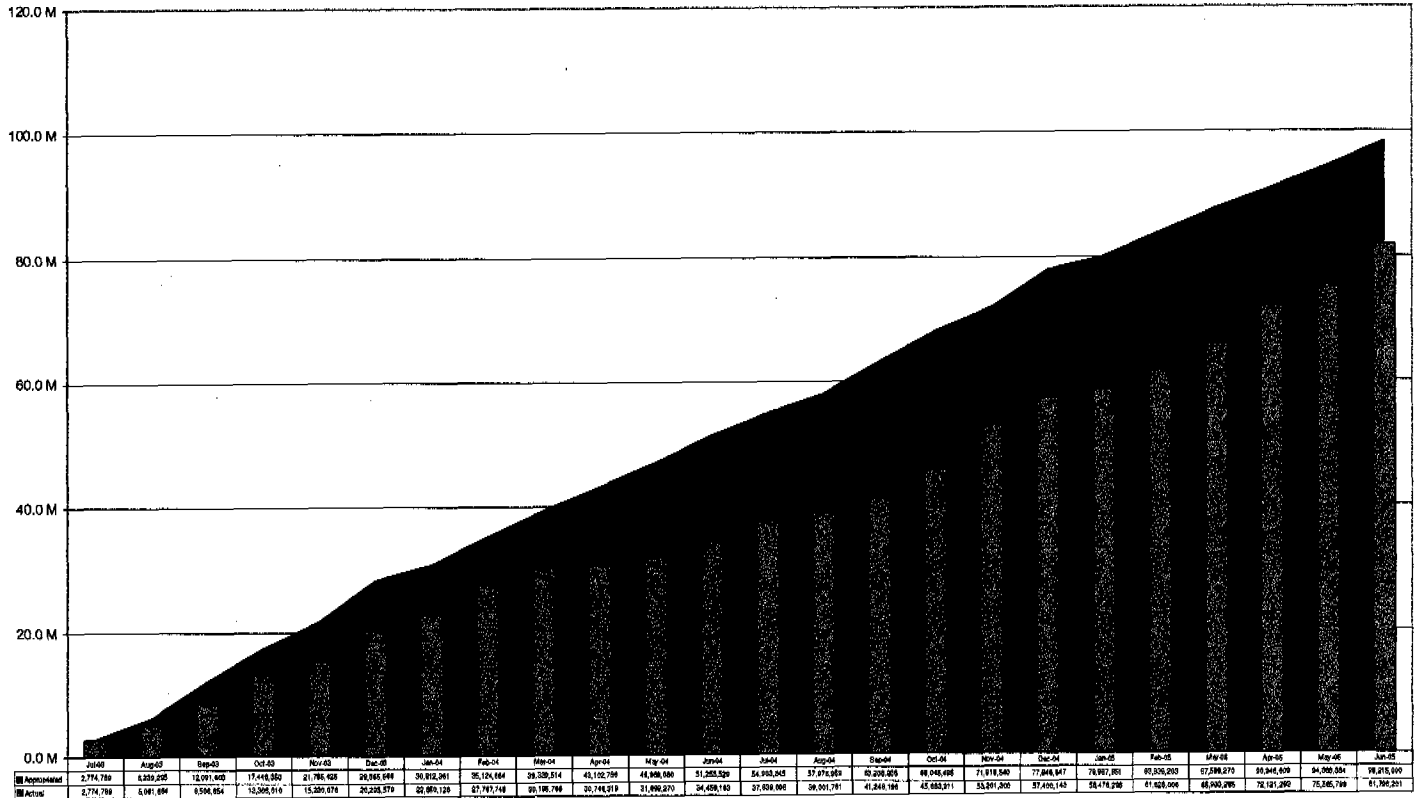
cc: Steve Gorcester, Executive Director
Transportation Improvement Board





Transportation Improvement Account (TIA) Appropriated vs. Actual Expenditures

2003-05 Transportation Improvement Account (TIA)
Transportation Partnership Program (TPP)
Appropriated vs. Actuals



Account	Expenditures	Appropriation	Appropriation Balance	Account Balance
Transportation Partnership Program	81,796,201	98,215,000	36,586,994	
TIA TOTAL	81,796,201	98,215,000	16,418,799	7,988,065.45

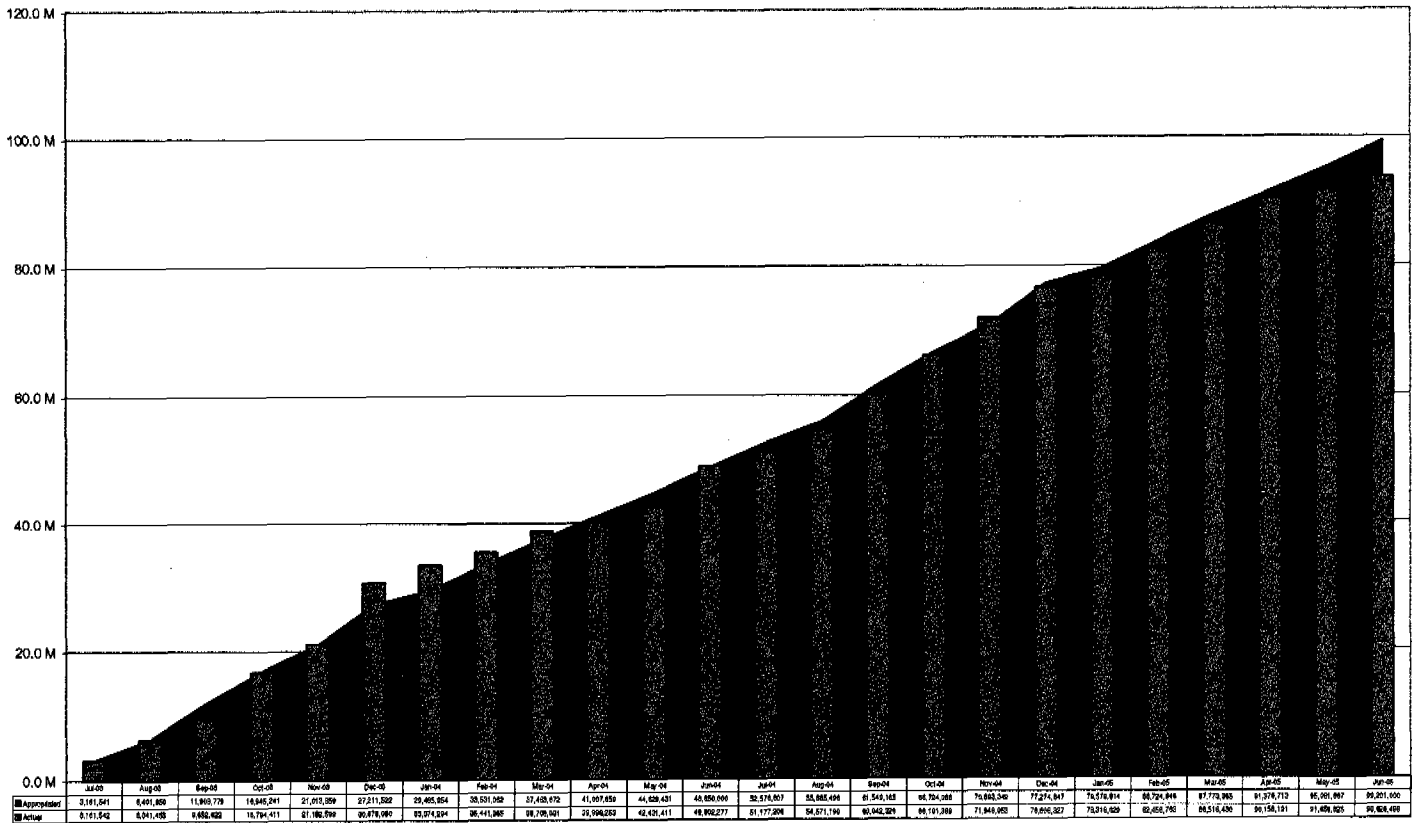
Notes:

- TIB's 2003-05 Capital Appropriation provided \$99,215,000 for the Transportation Improvement Account.
- Ending 2001-03 Appropriation balance for the TIA is \$27,414,344.
- TIA has \$13,955,000 in bond authority remaining (RCW 47.26.500).
- \$10,358,990 in bond proceeds in July 2003
- TIB's Capital Appropriation is managed using the cash method of accounting.



Urban Arterial Trust Account (UATA) Appropriated vs. Actual Expenditures

2003-05 Urban Arterial Trust Account (UATA)
Appropriated vs. Actuals



Account	Expenditures	Appropriation	Appropriation Balance	Account Balance
Arterial Improvement Program	72,327,458			
City Hardship Assistance Program	1,522,186			
Pedestrian Safety and Mobility Prog.	3,973,152			
Small City Program	15,803,692			
UATA TOTAL	93,626,488	99,201,000	5,574,512	9,923,594.77

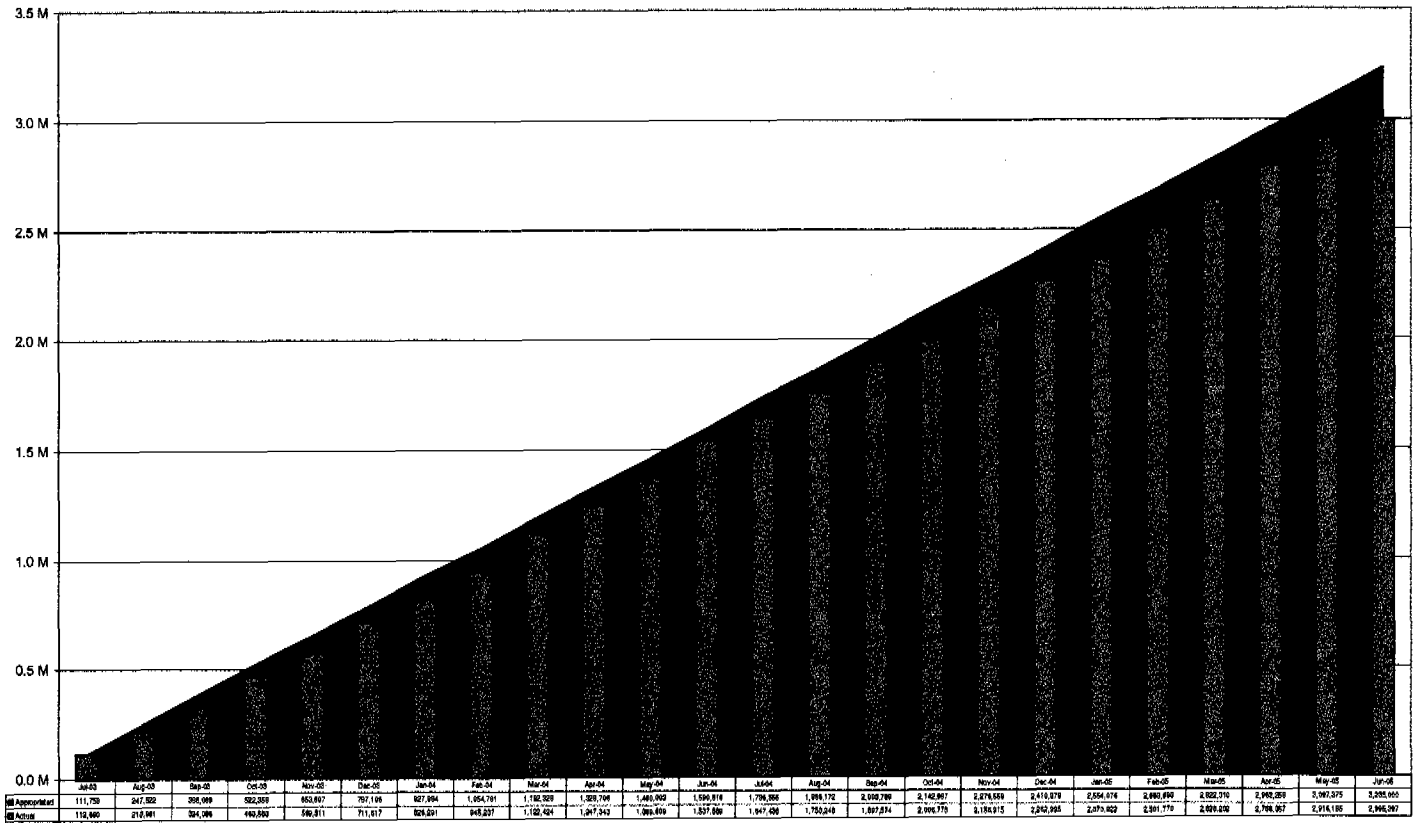
Notes:

- TIB's 2003-05 Capital Appropriation provided \$99,201,000 for the Urban Arterial Trust Account.
- Ending 2001-03 Appropriation balance for the UATA is \$221,653.
- TIB's Capital Appropriation is managed using the cash method of accounting.



Administrative Expenses Appropriated vs. Actual Expenditures

2003-05 Administrative
Expenditures



Account	Expenditures	Appropriation	Appropriation Balance
UATA	1,497,708.84		
TIA	1,497,687.91		
ADMINISTRATION	2,995,396.75	3,237,600	242,203.25

A – Salary and Wages	1,907,696.01
B – Employee Benefits	374,337.57
C – Personal Service Contract	64,643.90
E – Goods and Services	495,364.99
G – Travel	113,008.87
J – Capital Outlays	40,345.41
ADMINISTRATION TOTAL	2,995,396.75

Notes:

- TIB's 2003-05 Operating Appropriation provided expenditure authority for 16.9 FTE's.
- Ending 2001-03 Appropriation balance for Administrative expenses was \$84,308.27.
- TIB's Operating Appropriation is managed using the accrual method of accounting.



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 05/01/2005 to 06/30/2005

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
AIP Program							
8-5-006(036)-1	CLARK COUNTY	NE 63rd St	Design	DE	1,037,725	0	Director
8-3-009(005)-1	DOUGLAS COUNTY	North Baker Ave	Design	DE	260,700	0	Director
8-1-802(003)-1	DUVALL	NE Big Rock Rd	Bid Award	CN BA	575,000	75,000	Director
8-1-139(001)-1	EDMONDS	220th St SW	Bid Award	BA	2,760,000	360,000	Director
8-1-106(027)-1	KENT	Pacific Highway South (SR-99)	Bid Award	BA	2,754,279	0	Director
8-1-106(027)-3	KENT	Pacific Highway South (SR-99)	Audit	CC FV AD	314,371	-78,333	Director
8-2-839(006)-1	LYNDEN	Main Street	Bid Award	CN BA	612,625	79,908	Director
8-2-157(010)-1	OAK HARBOR	N Oak Harbor Street	Design	DE	192,495	0	Director
8-1-027(059)-1	PIERCE COUNTY	112th Street East	Bid Award	BA	3,453,000	0	Director
8-1-101(147)-1	SEATTLE	South Jackson St	Construction	CN	1,273,000	0	Director
8-1-101(151)-1	SEATTLE	Bridge Way N and Fremont Circulation	Construction	CN	1,901,657	0	Director
8-1-101(151)-2	SEATTLE	Bridge Way N and Fremont Circulation	Bid Award	BA	912,835	0	Director
8-4-182(006)-1	SELAH	Crusher Canyon Road	Design	DE	41,118	0	Director
8-1-142(008)-3	SNOHOMISH	Avenue D - Stage 3	Audit	CC FV AD	161,606	0	Director
8-3-032(062)-1	SPOKANE COUNTY	Bigelow Gulch/Forker Rd Connector - Sullivan Extension	Design	DE	190,483	0	Director
8-4-179(008)-1	SUNNYSIDE	South 1st Street	Design	DE	90,000	0	Director
8-1-128(084)-1	TACOMA	South Tyler St	Bid Award	BA	1,567,200	100,000	Director
8-5-034(012)-1	THURSTON COUNTY	Pacific Ave/Kinwood Street I/S	Bid Award	BA	226,320	29,520	Director
8-5-196(016)-1	TUMWATER	Old Highway 99 Signal	Bid Award	BA	174,000	0	Director
8-4-172(008)-1	WEST RICHLAND	Bombing Range Rd	Bid Award	CN BA	1,725,296	-18,185	Director
8-4-039(023)-1	YAKIMA COUNTY	Riverside Rd (Keys Rd alternate realignment)	Bid Award	BA	1,350,000	0	Director
Total AIP Change						547,910	
PSMP Program							
P-P-103(P01)-1	BELLEVUE	164th Avenue NE	Bid Award	BA	111,111	-38,889	Director
P-P-800(P02)-1	BLACK DIAMOND	Morgan Street	Bid Award	DE CN	101,141	0	Director
P-W-006(P04)-1	CLARK COUNTY	NW/NE 149th Street (Construction Only)	Bid Award	BA	150,000	0	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 05/01/2005 to 06/30/2005

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-P-115(P01)-1	CLYDE HILL	98th Avenue NE	Bid Award	BA	100,000	0	Director
P-P-204(P03)-1	COVINGTON	Wax Rd	Audit	CC	92,227	0	Director
P-E-888(P02)-1	CUSICK	Monumental Way	Bid Award	BA	119,680	19,680	Director
P-E-935(P05)-1	GOLDENDALE	South Columbus Avenue	Construction	DE CN	100,000	0	Director
P-E-889(P01)-1	IONE	2nd Avenue (SR 31)	Bid Award	BA	116,653	16,653	Director
P-P-106(P02)-1	KENT	East Valley Hwy (84th Ave S)	Construction	DE CN	150,000	0	Director
P-E-890(P01)-1	METALINE	SR 31	Bid Award	BA	68,490	-25,510	Director
P-P-132(P01)-1	MILTON	Milton Way	Bid Award	BA	150,000	0	Director
P-W-961(P02)-1	MORTON	7th Street/Westlake Avenue	Audit	CC FV AD	123,692	20,560	Director
P-P-804(P04)-1	NORTH BEND	Bendigo Blvd (SR 202)	Audit	CC FV AD	125,000	10,641	Director
P-W-973(P05)-1	NORTH BONNEVILLE	ADA Ramp Construction	Audit	CC FV AD	100,000	0	Director
P-E-915(P02)-1	OAKESDALE	Pearl and Third	Bid Award	BA	107,292	13,992	Director
P-P-824(P07)-1	SULTAN	1st St	Bid Award	BA	99,750	0	Director
P-E-919(P04)-1	TEKOA	Warren St/Leslie St	Audit	CC AD	91,735	-3,179	Director
P-E-900(P04)-1	WAVERLY	Commercial Street	Construction	DE CN	78,744	0	Director
P-E-875(P03)-1	WILBUR	Main Street	Bid Award	BA	100,000	0	Director
Total PSMP Change					13,948		
SCP Program							
6-E-876(003)-1	BREWSTER	Main Ave	Bid Award	BA	619,595	125,000	Director
6-W-979(004)-1	CATHLAMET	Division & River Streets	Construction	CN	478,562	0	Director
6-E-901(104)-1	CHEWELAH	Main Street	Construction	DE CN	51,165	-73,786	Director
6-W-827(105)-1	COUPEVILLE	North Main Street	Bid Award	BA	133,628	35,613	Director
6-E-869(002)-1	CRESTON	Creston Avenue N & Foster Street	Construction	CN	474,620	0	Director
6-E-870(008)-1	DAVENPORT	Fifth Street	Bid Award	CN	435,424	0	Director
6-E-894(005)-1	DEER PARK	East C and D Streets	Design	DE	34,615	0	Director
6-E-894(106)-1	DEER PARK	Crawford Avenue	Design	DE	5,930	0	Director
6-E-895(103)-1	FAIRFIELD	Ticknor Street	Audit	CC AD	54,749	775	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 05/01/2005 to 06/30/2005

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-W-831(001)-1	FRIDAY HARBOR	Guard Street	Design	DE	47,968	0	Director
6-E-935(004)-1	GOLDENDALE	East Collins Drive	Bid Award	CN BA	451,640	-48,360	Director
6-W-969(01)-1	ILWACO	First Avenue - Howerton Avenue & Waterfront Way	Audit	CC AD	200,000	0	Director
6-W-949(03)-1	LA CENTER	Fouth Street & Pacific Highway	Audit	CC FV AD	10,742	-963	Director
6-E-912(003)-1	LACROSSE	N Main & A Street	Bid Award	BA	344,300	16,300	Director
6-E-843(004)-1	LIND	SR 21	Construction	CN	500,000	0	Director
6-E-944(003)-1	NACHES	Old Naches Highway	Bid Award	CN BA	393,449	-5,507	Director
6-E-872(004)-1	ODESSA	Alder St (SR 21)	Bid Award	BA	476,989	-21,676	Director
6-E-872(01)-1	ODESSA	Alder Street/SR 21 Realignment	Contract Completion	CC	125,568	11,475	Director
6-P-813(005)-1	ORTING	Train Street SE	Bid Award	CN BA	383,722	23,504	Director
6-W-964(004)-1	PE ELL	Pe Ell Avenue	Audit	CC FV AD	485,615	-1,655	Director
6-P-135(B01)-1	RUSTON	Winnifred Street Bridge	Audit	CC FV AD	241,487	2,345	Director
6-E-875(004)-1	WILBUR	Pope Avenue	Design	DE	39,330	0	Director
Total SCP Change					63,065		
TPP Program							
9-E-003(001)-2	BENTON COUNTY	I-82 To SR 397 Interlie	Bid Award	BA	3,264,221	425,768	Director
9-P-112(002)-2	BURIEN	Highline Corridor Enhancement Project Stage 2	Construction	CN	1,771,848	0	Director
9-P-125(002)-1	BURIEN	1st Avenue South	Construction	CN	970,705	0	Director
9-W-006(021)-1	CLARK COUNTY	NE 134th Street (Construction Only)	Audit	AD	1,440,999	-1	Director
9-P-138(012)-1	EVERETT	Holly Drive	Bid Award	BA	149,540	0	Director
9-P-108(003)-1	ISSAQUAH	Southeast Issaquah Bypass - Option 2 (Design & R/W)	Withdrawn	WD	114,760	-885,240	Director
9-P-027(016)-1	PIERCE COUNTY	Pacific Avenue South (SR 7)	Construction	CN	3,161,610	0	Director
9-P-107(006)-1	REDMOND	West Lake Sammamish Parkway NE	Audit	AD	2,973,722	0	Director
9-P-121(005)-1	SEATAC	International Blvd. (Phase 3)	Audit	CC FV AD	2,211,957	62,847	Director
9-P-101(019)-1	SEATTLE	35th Ave NE/NE 65th St and NE 75th St	Bid Award	BA	5,954,400	0	Director
9-P-202(002)-1	SHORELINE	Aurora Ave N Multimodal Corridor Project	Bid Award	BA	5,480,000	500,000	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 05/01/2005 to 06/30/2005

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
9-P-031(011)-1	SNOHOMISH COUNTY	132nd Street SE (SR 96)	Audit	CC FV AD	4,799,400	0	Director
9-P-031(014)-1	SNOHOMISH COUNTY	112th Street SW	Bid Award	BA	2,352,739	-147,261	Director
9-P-806(003)-1	SNOQUALMIE	SR 202	Design	DE	205,200	0	Director
9-E-165(02)-1	SPOKANE	Indian Trail Signals	Audit	FV AD	48,043	0	Director
9-E-181(003)-1	UNION GAP	Ahtanum Road	Bid Award	CN	1,247,061	0	Director
9-E-180(003)-1	YAKIMA	B Street and Lincoln Avenue Railroad Crossings	Design	DE	500,000	0	Director

Total TPP Change -43,887

Total Change 581,036

PND - Pending CC - Contract Completion
PD - Predesign FV - Final Voucher
DE - Design AD - Audit
CN - Construction WD - Withdrawn
BA - Bid Award



Delayed Projects Report

July 22, 2005

BACKGROUND

TIB staff report to the Board on projects which have not yet reached Bid Award and are delayed six months or more from the original project schedule. TIB staff stay in regular contact with these agencies and are apprised of the causes for the delays.

Where the project delays are the result of environmental issues, right of way issues, changes in funding partnerships or shortfalls, or the public involvement process, TIB staff attempt to aid the agency in advancing the project. This year, there are 90 delayed projects, which is 17 percent less than the 108 reported last year. Of these 90 projects, 54 are delayed for one of the reasons listed above, 28 are being monitored and will receive a letter from the Executive Director (see attached list), and two are being brought before the Board.

Agencies brought before the Board have been involved in a three-year delayed projects process as outlined in WAC 479-05-250. Initially, the agency is listed on the six-month delayed report. This report is provided to the Board each July. Once listed on the delayed projects report, the agency is required to submit an implementation plan, which includes an anticipated bid award date. By the next reporting period to the Board, any agency that has not made progress toward construction is required to appear before the Board to discuss the possible suspension of the project.

STATUS

The City of Bothell and the City of Spokane Valley received a delayed project letter last year, but were unable to proceed to construction within a reasonable time period. Representatives from each city are scheduled to appear before the Board to discuss the project status, and possible suspension of their respective project.

Listed below is a timeline and cost table for each agency.

Bothell – 39th Avenue Connector

Funding Year	FY 1999
Project Cost at Application	\$9,000,000
Current Project Cost	\$33,500,000
TIB Funds at Application	\$5,400,000
• Predesign Phase	\$330,000
• Design Phase (requires approval)	\$2,194,400
• Construction Phase (Withdrawn)	\$2,900,000
TIB Expenditures	\$330,000
Unsecured funds	<ul style="list-style-type: none"> • \$22,200,000 (RTID) • \$7,300,000 (additional TIB request)
Updated project schedule	<ul style="list-style-type: none"> • EIS completion – December 2005 • Design start – September 2005 <ul style="list-style-type: none"> • Ad date – February 2008 • Construction – April 2008

Spokane Valley - Valley Couplet Project Two

Funding Year	FY 2001
Project Cost at Application	\$7,017,000
Current Project Cost	Unknown
TIB Funds at Application	\$4,210,200
• Predesign Phase (Special Study)	\$40,000
• Design Phase (requires approval)	\$1,020,900
• Construction Phase (requires approval)	\$3,189,300
TIB Expenditures	\$40,000
Unsecured funds	Unknown
Updated project schedule	<ul style="list-style-type: none"> • List project in the Metropolitan Transportation Plan (MTP) • Ad date – November 2007

RECOMMENDATION

TIB staff has identified the following options for consideration by the Board:

1. City of Bothell – 39th Avenue
 - a. Extend project until November 2006 pending RTID approval
 - b. Request agency to withdraw project

2. City of Spokane Valley – Spokane Valley Couplet
 - a. Extend project until July 2006 pending listing in MTP and starting design
 - b. Request agency to withdraw project

Delayed More Than Six Months from Their Original Schedule

Agency	Project Number	Funding Year	Current Phase	Project Name	Months Delayed	Total TIB Funds Remaining TIB Project Cost
AUBURN	8-1-105(030)-1	2002	Design	3rd St SE/Cross St - S Division to Auburn Way S	42	1,199,576 1,336,000 1,670,000
BENTON COUNTY	9-E-003(003)-1	1999	Design	Piert Road Extension - SR 397 to Bowles Road	68	843,570 877,538 1,842,939
COUPEVILLE	6-W-827(P06)-1	2001	Design	NE Sixth St - NE Center St to NE Perkins St	27	59,618 59,618 74,522
COVINGTON	8-1-204(002)-1	2003	Design	Wax Rd/180th Ave SE - 262nd St to 300' s/o SR 516	26	881,022 1,407,341 2,165,140
	8-1-204(003)-1	2004	Design	SE 256th Street - 164th Ave SE to 168th Ave SE	28	1,321,767 2,428,000 3,915,000
DOUGLAS COUNTY	8-3-009(005)-1	2002	Design	North Baker Ave - 15th St NE to 27th St NE	26	1,278,799 1,278,799 2,925,000
EVERETT	8-1-138(032)-1	2001	Design	Broadway & Beverly Blvd Intersection - SR 526 to Spokane Street	43	473,280 500,000 750,000
	9-P-138(001)-2	1990	Design	112th Street - I-5 Overcrossing	92	6,486,119 6,980,668 12,124,325
FIFE	8-1-134(011)-1	2004	Design	Pacific Highway East - Alexander Ave to Port of Tacoma Road	22	1,540,586 1,540,586 3,292,500
	9-P-027(003)-1	1993	Design	Valley Avenue East - 70th Avenue East to Freeman Road	88	2,067,336 2,425,140 5,331,613
KING COUNTY	9-P-017(021)-2	2001	Pending	South 272nd Street - Military Road Intersection	51	640,000 640,000 1,619,750
KITTITAS COUNTY	8-4-019(001)-1	2002	Design	Airport Industrial Rd/Bowers Rd	45	91,140 132,390 1,478,500
LACEY	8-5-197(021)-1	2002	Design	Sleater Kinney Road SE - Sleater Kinney Road to 450' east on 6th Avenue	30	1,042,710 1,140,000 1,900,000
LAKE FOREST PARK	8-1-118(001)-1	2003	Design	Bothell Way (SR 522) - 35th Avenue NE to 38th Avenue NE	31	496,476 496,476 996,476
OAK HARBOR	8-2-157(009)-1	2002	Design	SR 20 - SW Erie Street to S Beeksma Drive	41	156,485 156,485 506,485
PIERCE COUNTY	8-1-027(054)-1	1997	Design	Canyon Rd E - 116 St E to 1000 Ft S/O 128 St	77	2,224,915 4,543,000 5,705,000
	8-1-027(057)-1	1998	Design	Canyon Road East - 1,000 Ft S 128th E to 1,639' N of 160th St E	66	2,090,423 4,615,641 7,338,102

Agency	Project Number	Funding Year	Current Phase	Project Name	Months Delayed	Total TIB Funds Remaining TIB Project Cost
	8-1-027(060)-1	2001	Design	South Prairie Rd E - SR 410 to 202nd Ave East	42	1,560,329 1,760,000 2,200,000
PORT ANGELES	9-W-150(004)-1	1998	Design	Olympic Peninsula International Gateway	81	1,048,159 1,224,106 6,555,132
RIDGEFIELD	6-W-950(001)-1	1999	Design	Mill Street - N 1st St to Foot of Mill St	77	234,041 269,968 284,177
SEATTLE	9-P-101(018)-1	2001	Design	East Marginal Way Overpass - 300' South of S Idaho to Spokane Street	39	7,063,597 7,300,000 33,300,000
TACOMA	8-1-128(085)-1	2002	Design	Narrows Dr/North 26th St - N 17th St to Orchard St	37	1,450,468 1,545,000 2,060,000
	8-1-128(087)-1	2003	Design	East 48th St & Portland Ave - McKinley to Portland to E. 38th to E. 72nd	24	2,436,633 2,480,000 3,100,000
	9-P-128(017)-1	2001	Design	D Street Overpass - East 25th Street to East 19th Street	49	3,123,808 5,184,200 23,603,584
TUMWATER	8-5-196(015)-1	2001	Design	Littlerock Road - Trosper Road to 73rd Ave (South C/L)	40	2,254,114 2,497,359 3,815,200
	9-W-196(005)-1	2001	Design	Tumwater Blvd (Airdustrial Way) - Capitol Boulevard to I-5	41	2,153,329 2,400,000 4,000,000
UNION GAP	9-E-181(002)-1	2001	Design	Valley Mall Boulevard Extension - South 3rd Avenue to Washington Blvd	41	4,593,721 5,286,734 10,557,266
YAKIMA	8-4-039(021)-1	2001	Design	West Nob Hill Blvd - South 68th Avenue to South 80th Avenue	42	825,000 825,000 1,375,000



TIB 2006 Proposed Meeting Schedule

July 22, 2005

DATE	CITY
January 26-27	Olympia
March 23-24	Bellingham
May 18-19*	Spokane
July 27-28	Richland
September 21-22	North Bonneville
November 16-17**	Federal Way

*Meeting date moved to THIRD Thursday & Friday of month due to Memorial Day weekend.

**Meeting date moved to THIRD Thursday & Friday of month due to Thanksgiving.